

Montana and the Sky

Vol. 33, No. 6

MONTANA AERONAUTICS DIVISION

June, 1982

Safety Emphasized for Oshkosh

The Wisconsin Bureau of Aeronautics is seeking our assistance in reducing the accident rate among pilots flying to the annual Oshkosh Experimental Aircraft Association Fly-In, to be held this year July 31-August 7, and the Aerobatic Competition held at Fond du Lac the following week.

Each year a number of the thousands of pilots flying to Oshkosh to participate in the Fly-In are involved in accidents, and Wisconsin's information indicates that many are fuel related. They want everyone to enjoy this event this year and would like to remind pilots of potential fuel and safety problems. Here are some items they think should be emphasized:

1. Don't stretch your fuel range; make that extra stop.
2. Call ahead to be sure fuel is available.
3. Be sure to see if appropriate octane rating fuel is available.
4. Be wary of the weather! Conditions can change quickly and lake effect fog can develop in minutes.
5. Make use of Flight Service Stations services.
6. File a Flight Plan.

7. Don't overextend yourself physically. Fatigue causes numerous accidents each year.

8. Be alert for other traffic. Many others are heading to EAA also.

First Ultralight Records Set

The first official World and American records for ultralight aircraft were set by Zane E. Myers, of Bella Vista, California, flying a 165-lb. powered hang glider with a 38 hp. motorcycle engine.

Myers, a former school teacher and fireman, now retired with a severe back injury was sponsored by "Abilities Demonstrated by the Disabled" in his week-long assault on speed and distance records in a category only recently developed by the Federation Aeronautique Internationale for aircraft weighing less than 660 lbs. at take off.

Flying along the shore of the below-sea-level Salton Sea, in Southern California, Myers set the following World and American records for land-planes.

Distance in a Straight Line - 43.5 miles

Distance in a Closed Circuit - 37.3 miles.

Speed Over 15/25 Km. Course - 51.7 mph.

Speed Over a 3 km. Course - 55.9 mph.

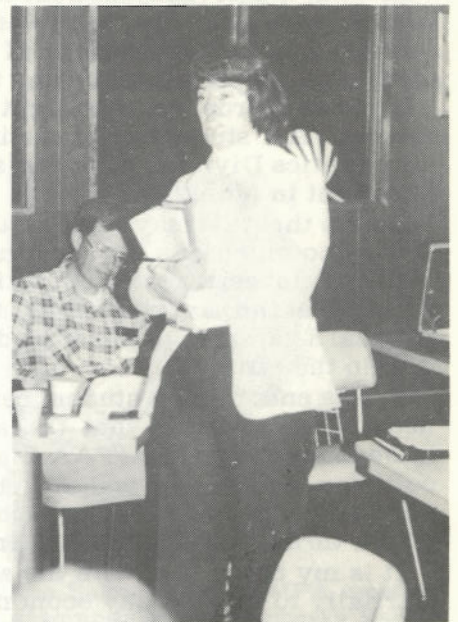
Mr. Myers was able to pilot the ultralight on the record flights, as well as pleasure flights, because FAA regulations do not require a medical certificate for such flying.

A nearly identical Wizard ultralight was flown with twin floats in place of wheels to set the following sea-plane record:

Distance in a Straight Line - 30.5 miles

Distance in a Closed Circuit - 37.3 miles

Speed Over a 15/25 km. Course - 50 mph.



Dorothy Curtis giving a 99s report during MPA convention.

Administrator's Column

I attended the annual Montana Pilots Association convention held June 4-5-6 in Cut Bank. Many important issues effecting aviation were discussed including ADAP legislation now pending before Congress, ultralight pilot membership in MPA, Canadian/U.S. border airstrips, setting up an aviation council, Colstrip airport study, and the Montana Aeronautics Board sunset. An awards banquet was held on Saturday night during which time several people were honored. See more on MPA convention elsewhere in this issue.

I take this opportunity to recognize and congratulate Lee Baker for his deep involvement and untiring leadership during his tenure in office which lasted two years, a year longer than he originally bargained for. I'm sure Lee recognizes that his job was made much easier and more pleasant by having his lovely, efficient and understanding wife Carole agree to serve as secretary for the two terms in office.

I would like to congratulate the new officers and board of directors — President Bob Hollister, Treasurer Tom Johnson, Western Vice President Ray Tocci, Eastern Vice President Dick Markle, and Directors Bob Squire and Pete Pederson.

★ ★ ★ ★ ★

Much has been said about ultralights in the past year and, in particular, in recent months. Should ultralights be regulated by the FAA, the states, or should they (the manufacturers, sales distributors, dealers, operators) self impose regulations and, if so, to what degree?

I wish to take this opportunity to explain the existing Montana laws and how they may effect ultralight owners and/or pilots:

First, according to Montana law, an ultralight falls within the definition of an aircraft which is: "Aircraft" means a contrivance used or designed for navigation of or flight in the air.

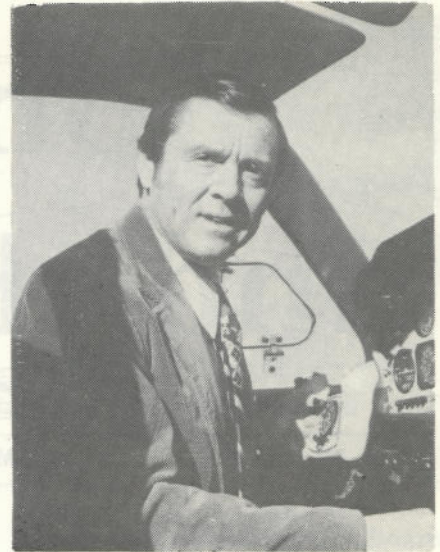
Second, a pilot may not act as pilot-in-command of an aircraft unless he or she has from the Aeronautics Division a current certificate of registration of their effective pilot's license, certificate, or permit issued by the FAA.

In other words, an ultralight pilot must hold a minimum of a current FAA student pilot certificate and hold a current Montana Aeronautics Division pilot registration certificate to legally fly an ultralight in Montana.

I know that this may come as a surprise. However, it really should not be too much of a burden since it will only require: (1) An FAA student pilot certificate and a third class medical. These can both be obtained at the same time from a doctor designated by the FAA as a Medical Examiner. (2) Be signed off by a Certified Flight Instructor to solo the aircraft.

Before endorsing a student certificate for solo flight, the CFI will need to be satisfied that the student pilot can demonstrate his knowledge of pertinent FAA flight rules, including traffic patterns, collision avoidance, wake turbulence and emergencies; aircraft operational characteristics such as preflight, takeoffs, climbs, level flight, turns, stalls, descents, and landings.

It is my belief that with the advent of the ultralight aircraft, due partially to present day economic conditions, a new generation of flying enthusiasts has been born. Hopefully this will spark new life and nurture a stagnant general aviation community back to health.



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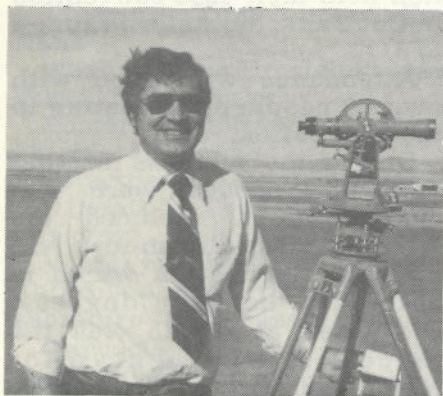
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Spring & ELT's



By: Jerry Burrows
Aviation Representative

Many Montana pilots are enjoying the improved flying conditions and getting a chance to renew their flying skills.

This is great. What is not great for us involved with Search and Rescue and is the fact that it is also a time for renewed ELT alerts.

The ELT signals picked up by the military, FAA, and airlines, etc., are nearly always accidentally activated by hard landings, temperature extremes, operator/pilot error, transmitter defects, etc., rather than actual accidents.

A few seconds of your time may save the volunteer pilots, state, FAA, and others the effort of unnecessary search missions. After taxiing to your ramp area, turn your radio to 121.5 MHz. If your ELT has been activated, you will hear it loud and clear. You can also monitor 121.5 for other aircraft in your area.

As each one in the Division has Search and Rescue duty, one week at a time, 24 hours a day, several times a year, we hope you will take the above simple precaution after each flight.

AOPA Attacks FAA Use of Trust Fund

The Aircraft Owners and Pilots Association told a Senate subcommittee that the Airport and Airways Trust Fund is fast becoming an administrative slush fund for the Federal Aviation Administration.

The charge was leveled by W. L. Graves, a vice president for the 260,000-member general aviation organization, who said the FAA has presented a two-part budget for 1983, a formal submission calling for one level of expenditures, and an informal submission based on obtaining as much as 85 percent of 1983 operating costs from the Trust Fund.

AOPA's comments were delivered before the Transportation Subcommittee of the Senate Appropriations Committee.

Graves described 1981 as a "closed book" but noted it was the first year in which the FAA spent more money on itself from the Trust Fund than was allocated for airport assistance. The current year, 1982, will reflect the same trend, Graves said, but added that FAA probably will double its spending from the Trust Fund.

"This should not be allowed to continue," the AOPA spokesman testified.

Graves warned the Subcommittee of the dangers of approving the informal, or "contingency" budget based on further Trust Fund raids, adding:

"Any federal agency with access to this kind of money for its internal salaries and other institutional costs can be expected to be even less careful in its spending habits than an agency which must compete for its administrative costs.

"We urge you to reject any level of Trust Fund monies for FAA operational costs that exceeds the amount of money committed to airport development."

Graves said AOPA will present a more detailed critique of the FAA's proposed budget, involving point-by-point discussion prior to the subcommittee's closing the hearing record.

Beech Receives \$82.3 Million Contract

Beech Aircraft has received the largest single initial contract in its history, an \$82.3 million award from the U.S. Navy for production of 120 T-34C turboprop trainers. Deliveries of the new trainers are scheduled to begin in July 1983 and be completed by August 1985. The new trainers will be added to the Navy's current fleet of 184 T-34C's, which Beech delivered between November 1977 and June 1981. Beech officials said Navy requirements over the next five years call for a total fleet of 450 T-34Cs.



Lee Baker chairing MPA meeting accompanied by Secretary Carole Baker and Cut Bank Hangar President Tom Johnson.

Montana Pilots Assoc



Gordon Sands receiving Outstanding Pilot of the Year Award from Senior Pilot of the Year Dick Kullberg.



Bent Prop Award presented by Jerry Coldwell and Bob Hollister receiving the award for recipient George Tillitt.



Outgoing President, Lee Baker and Secretary, Carole Baker, receiving standing ovation of thanks.



Mike Ferguson, Gordon and Nina Sands.

The Montana Pilots Association held their 1982 convention in Cut Bank, Montana on June 4 to 6.

Attendance was good with over 80 people participating in the convention.

During the business meeting important issues were discussed which included the Airport Development Aid Program legislation which is currently before Congress. Discussed at length was the issue of ultralight pilot membership in the association and also the legal status of ultralights in the state. It was decided that ultralight pilots qualify for full MPA membership under the present by-laws.

During the Saturday evening banquet the following awards were presented:

Senior Pilot of the Year — Dick Kullberg, Cut Bank

Outstanding Pilot of the Year — Gordon Sands, Havre

Bent Prop Award — George Tillitt, Forsyth

Al Gillis, pioneer aviator from Billings, received an aviation appreciation award for his contribution to general aviation in the State of Montana. Al was unable to attend the convention so the plaque was received on his behalf by Ray Curtis.

The Montana Aeronautics Division presented Gary Blain with an aviation mechanics scholarship award for being the Youngest FAA Certified A & P in the state.

Jack Van De Riet, Choteau, gave an outstanding presentation on mountain flying during the afternoon session. Jack, a renown mountain pilot, shared many of his personal experiences and his excellent slides of mountain flying.

During the convention new officers and directors were elected. They are:

Convention

President: Bob Hollister, Forsyth

Treasurer: Tom Johnson, Cut Bank

Western Vice President: Ray Tocci, Three Forks

Eastern Vice President: Dick Markle, Glasgow

Director: Bob Squire, Ennis

Director: Pete Pederson, Glasgow

Marilyn Hollister has accepted the position of secretary for the association.

Gary Blain and Dennis Guilio were scheduled to put on an aerobatic show on Sunday, however, due to low ceilings they had to cancel.

There was a display of aircraft on the main street of Cut Bank which added a bit of flavor to the convention and was of interest to all, including the community.

There was a fly-away breakfast served on Sunday morning which was sponsored by the Cut Bank MPA hangar.

All who participated felt the convention was successful and appreciated the efforts of convention chairman Tom Johnson, president of the Glacier Hangar.



Aircraft display on Main Street in Cut Bank.



Vivienne Schrank recognizing pioneer pilot Al Gillis. Ray Curtis received the award for Al.



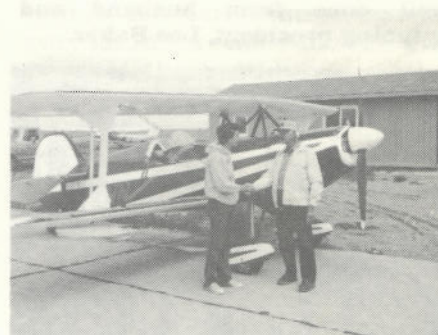
Herb Sammons, Chairman of the Montana Aeronautics Board, presenting his uncle, Dick Kullberg, with MPA Senior Pilot of the Year Award.



Montana Aeronautics Board Vice Chairman, Richard O'Brien, Aviation Education Representative presenting scholarship to 18 year old Gary Blain for youngest licensed A & P mechanic in state.



Dr. John Stephan presenting past president pin to outgoing president Lee Baker.



Youngest and oldest Montana active aerobatic pilots — Gary Blain and Gordon Sands. Gary is 18 and Gordon is 83.

More from MPA Convention



Dick Kullberg and stewardesses Penny Wood and Luane Johnson provided airport shuttle service in Dick's 1921 White Park Bus.



Lt. Col. Grant Hackman USAF/FAA Liaison Officer explaining military requirements and use of air space.



Guy Willson, President of Montana Flying Farmers giving report.



Outgoing Secretary, Carole Baker, receiving flower bouquet for a job well done from husband and outgoing president, Lee Baker.



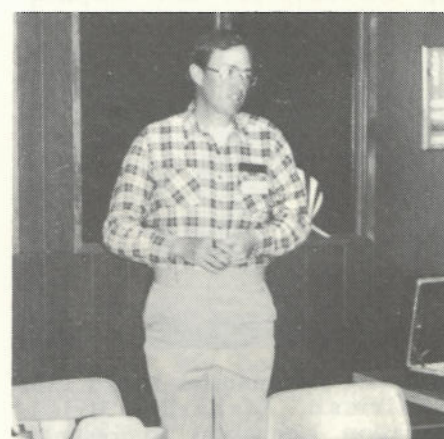
Wing Commander Roger Sweatman RAF/SAC Exchange Officer explaining SAC's low level training missions.



Dr. John Stephan giving the Kalispell Hangar report.



Glasgow Hangar President Dick Markle giving Glasgow report.



Nils Pearson giving the Helena Hangar report.

State Airport Maintenance

By: Glen Sutheimer
Airport Services Technician

State airports are maintained in spring, summer, and fall. The white and red cones are replaced whenever needed. Montana Aeronautics designated signs are placed in locations on vehicle routes to the airport and also outbound of the runway area. State airports are fenced to avoid accidents with vehicles and livestock. On paved airstrips the grass is kept mowed along the shoulder of the runway and also around taxi and tie down areas. On dirt airstrips the runway, taxi, and tie down areas are mowed periodically to insure a safe condition.

Pilot registration forms are supplied inside a metal standard and are generally located in the tie down area. This standard is designated by a Pilot Registration sign, and there is a frequency monitoring sign in the same area. When approaching a state airport that is not equipped with a unicom in a nearby business, the frequency is 122.9. All state airports are equipped with a wind standard and fluorescent orange windsock. The standards are greased periodically and socks replaced whenever needed.

When on approach to the Rock Creek Airport east of Missoula, you may take note of the new marking system which is presently being installed. This is part of an FAA experimental project which replaces the cone markers with painted panels. We would appreciate your comments on this project.

In closing, I would like to thank the flying organizations and any individual of the flying

public who have helped us in maintaining these airports. At times we get a bit behind due to weather and other situations that may arise, so please bear with us. We'll do our best.

Helicopter Autopilot Saves Pilot's Life

A five-pound mallard duck recently collided with the windscreen of a Bell Jet Ranger III over Detroit, and the pilot of the helicopter credits the Collins autopilot installed in the helicopter as saving his life.

The pilot had dropped off a news crew at the television station he was employed at and took off for a nearby airport to secure the helicopter for the night. After takeoff, he began conversing with a local police helicopter pilot and activated the autopilot in the Jet Ranger. Minutes later, he was knocked unconscious in mid-sentence by a loud explosion. He came to a minute and a half later, still cruising at 700 feet and 110 knots over Detroit, revived by the cold wind blowing through the broken windscreen of the Jet Ranger. Stunned, with blood pouring from his nose and facial lacerations, the pilot managed to safely land the helicopter at a nearby airport.

It wasn't until the concerned police helicopter arrived minutes later that they realized that the cause of the "explosion" was a mallard duck crashing through the Jet Ranger's windscreen.

The duck has since been stuffed and mounted. The pilot has recovered from his injuries and the experience, but was later laid off by the television station as part of a cost-cutting program.

Calendar

July 10 — Stanford Air-marking and Montana Ninety-Nines Statewide Meeting. 0830.

July 11 — Flying Farmers Fly-In, Stanford Ranch, Lloyd.

July 16 to 18 — Fifth annual Beacon Star Antique Airfield, Fly-In, Moore, Sponsored by the Montana Antique Aircraft Association.

July 18 — Missoula County Airport Aviation Day/Open House, Missoula

July 23 to 25 — Schafer Meadows Fly-In

July 31 - August 1 — Air Show, Laurel. Sponsored by Laurel JC's and Billings Broadcasters.

September 24 to 26 — Mountain Search Pilot Clinic, Kalispell.

October 2 — Great Falls to Jackpot Air Race.

October 8 and 9 — Montana Flying Farmers Convention, Sheraton Inn, Great Falls.

Oct. 31 - Nov. 5 — AOPA 27th Annual Convention. Call 301-951-3947 for further info.

Is Your Aircraft "Bugged?"

Spring and early summer usually bring a rash of reports of clogged aircraft battery vents. In some cases, insect nests clog venting lines of batteries in the tail section of aircraft. The battery venting inside the tail section causes corrosion in the surrounding area. If the battery's installed inside the cockpit — under the seat — a clogged vent could be particularly hazardous due to hydrogen buildup in a closed area.

What can you do? Inspect all battery vents, static vents, and pitot tubes carefully for obstruction before you take off. You can prevent a dangerous situation that would otherwise become apparent only after takeoff!

Aircraft Accident Liability

Concerning aircraft accidents, under what circumstances can airport owner/operators be held liable for damage resulting from unsafe airport conditions? What about FAA liability at tower controlled fields?

Generally, general aviation pilots use an airport at their own risk. A measure of protection is implied at airports where the FAA published information about the airport on charts or in the Airport/Facility Directory. You don't see notations such as "land at your own risk," "Caution," or "experienced pilots only" in government publications.

However, an FAA control tower or FSS at a general aviation airport does not change the risk. The primary purpose of these facilities is

separation of air traffic, and weather and navigation information.

Courts in the U.S. place on the airport owner the major share of the responsibility for providing a safe facility. Courts in various states have found airports liable for costs in aircraft accidents attributed to the following:

- Closing a runway without notification;
- Machinery near the runway;
- Construction or alteration without notice;
- Inadequate snow removal;
- Nonstandard or inadequate lighting;
- Deteriorating surfaces and poor drainage;
- Inadequate fire or rescue capability;
- Untrained line or maintenance personnel;
- Uncut brush or grass; and
- Surface vehicles on runway.

(Aviation Monthly)



Carole Baker reading MPA Board minutes.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."

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